

Senate during its consideration of the FAA bill voted 56 to 41 to keep all air traffic control functions as a governmental responsibility out of a deep sense that the safety of our skies is a basic governmental function. A bipartisan majority of Senators expressed serious concerns over the executive branch's future plans for the management of the air traffic control system, and we voted to impose restrictions on the Administration's proposal precisely to avoid the very outcome of the conference report.

Instead of negotiating in good faith over how best to guarantee the safety of our Nation's air traffic control system, the majority acceded to the administration's demands that they be given absolute discretion over the future of aviation safety. My short-term reauthorization bill includes language that enhances the safety of our Nation's air traffic control while giving the executive branch an appropriate level of flexibility to manage the system. The United States operates the most complex aviation system in the world, and we must have in place a dynamic and responsive safety system. I, along with my colleagues, want to continue to work with the administration on making our aviation system the safest, most secure, and advanced in the world.

This legislation reauthorizes funding for FAA programs and operations. Importantly, the bill reauthorizes the AIP program, which will allow the Federal Government to maintain its investment in airport infrastructure. Small airports are especially dependent on AIP funding to fund capital improvement projects. In addition, the bill includes provisions that reduce small airports share of AIP projects to 5 percent. The bill also allows small airports to maintain their eligibility for AIP entitlement funds if decreased traffic due to September 11 resulted in these airports falling below FAA-required passenger benchmarks.

Congress should not hold up these critical funds over disagreements on

unrelated issues. Broad consensus exists on the need for increased aviation funding. This bill will provide approximately \$1.7 billion in AIP funds, which on an annualized basis would boost AIP funding by \$100 million over last year's level.

To make sure small communities continue to be linked to the Nation's aviation network, the bill also reauthorizes the Essential Air Service Program, EAS, and Small Community Air Service Development Program. The EAS program is a lifeline to our smallest and most isolated communities. The Small Community Air Service Development Program has helped dozens of communities across the country expand their air service options.

Finally, the bill authorizes new security initiatives. Although we have made dramatic improvements in aviation security over the last 20 months, improving aviation security is a continuous process. This bill is another step in this process. The bill addresses the development and implementation of the Computer Assisted Passenger Profiling Program, CAPPS, II, which many Senators are deeply concerned infringes on civil liberties. My legislation imposes a variety of safeguards to protect citizens' privacy as CAPPS II is deployed.

This bill does not have everything I worked hard to include in the Senate's multiyear FAA reauthorization. As I stated, the Senate-passed bill was the result of hard work, compromise, and a commitment to improving the Nation's aviation system. I believe with a little more time, we can find a compromise on the issues holding up the multiyear bill, but in the meantime, the Senate should adopt this short-term reauthorization to preserve the integrity of the aviation system.

ORDERS FOR WEDNESDAY, SEPTEMBER 17, 2003

Mr. BROWNBAC. Mr. President, I ask unanimous consent that when the Senate completes its business today, it

adjourn until 8:30 a.m., Wednesday, September 17. I further ask that following the prayer and the pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day, and the Senate then resume consideration of the House message to accompany S. 3, the partial-birth abortion ban, with the time until 10:30 a.m. equally divided between Senator SANTORUM and Senator BOXER or their designees, provided that when the Senate resumes consideration of the House message to S. 3 tomorrow, there be 4 hours of debate remaining under the guidelines of the previous agreement.

I further ask unanimous consent that at 10:30 a.m. tomorrow, the Senate proceed to the consideration of H.R. 2691, the Interior appropriations bill.

The PRESIDING OFFICER. Without objection, it is so ordered.

PROGRAM

Mr. BROWNBAC. For the information of all Senators, tomorrow the Senate will resume debate on the House message to accompany S. 3, the partial-birth abortion ban, until 10:30 a.m. At 10:30 a.m., the Senate will begin consideration of H.R. 2691, the Interior appropriations bill. It is the majority leader's intention to have amendments offered and debated throughout the day tomorrow. Rollcall votes, therefore, will occur throughout the day as well. Senators will be notified when the first vote is scheduled.

ADJOURNMENT UNTIL 8:30 A.M. TOMORROW

Mr. BROWNBAC. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that the Senate stand in adjournment under the previous order.

There being no objection, the Senate, at 8:30 p.m., adjourned until Wednesday, September 17, 2003, at 8:30 a.m.